



BROADREACH
Planning & Design

Manchester BP 15(5) Redesign of Depot Street

Project Status and Initially Preferred Alternative

August 30, 2016

Bicycle and Pedestrian Grant

\$580,000 awarded in September 2015 to:

“...redesign Depot Street to better serve pedestrians, cyclists, motor vehicles and business owners”

RSG and Broadreach selected to guide the Town through concept and final design.

Through public process and discussions with town staff, we’ve narrowed down the alternatives:



Depot Street Alternatives

A-1: Textured Center Lane



A-2: Center Drainway



A3- Bicycle Lanes



B: Bicycle Lanes



B-2: Bicycle Lanes with Variable 8-foot Green Space and Min. Turn Lanes



B-3: Bicycle Lanes with Variable 8-foot Green Space and Turn Lanes



Initially Preferred Alternative

Following 8/9/16 Public Meeting

A-1: Textured Center Lane

Trading the center turn lane for green space:

- Provides bike lane
- Provides tree belt
- Provides snow storage
- Maintains emergency access
- Reduces vehicle speed

A-2: Center Driveway

Turn lanes will be maintained at logical locations:

- Breaks up corridor
- Creates shift to slow traffic
- Maintain bicycle lanes
- Allows turning traffic to leave through lane

A-3: Bicycle Lanes

B: Bicycle Lanes



B-2: Bicycle Lanes with Variable 8-foot Green Space and Min. Turn Lanes



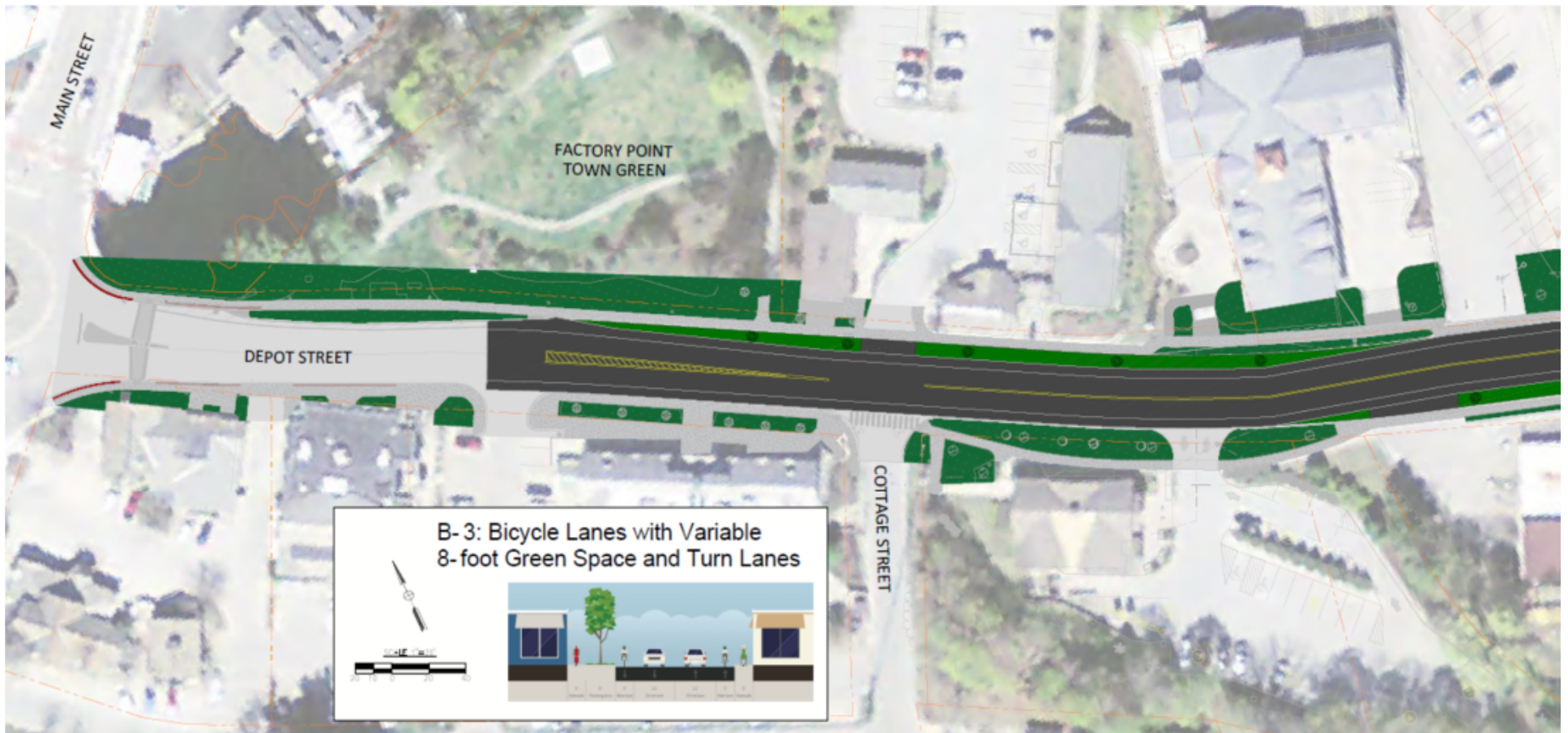
B-3: Bicycle Lanes with Variable 8-foot Green Space and Turn Lanes



Initially Preferred Alternative

DRAFT DESIGN CONCEPT

Main Street to Marble Mill



Initially Preferred Alternative

DRAFT DESIGN CONCEPT

Marble Mill to Price Chopper



Initially Preferred Alternative

DRAFT DESIGN CONCEPT

Price Chopper to Center Hill Drive

Bicycle Lanes with Variable
of Green Space and Turn Lanes



Initially Preferred Alternative

DRAFT DESIGN CONCEPT

Center Hill Drive to Highland Ave



Initially Preferred Alternative

VTRANS CONCERNS

Consistency with Original Grant Objectives:

- Originally intended as simple project with minimal impacts, within existing curb-to-curb width (i.e., restriping with narrower lanes)
- Initially Preferred Alternative goes one step further, by removing the center turn lane – potentially more reasons for opposition

Possible Right-of-Way Impacts:

- Looking into improvements at Discount Beverage / Murphy's / Laundromat behind sidewalk
- Improvements could be postponed / excised from project if delaying

Available Funding:

- Estimating near \$1 million in construction; if state pays for paving, will much closer to original grant
- Seeking new grant to include lighting and stormwater treatment



Initially Preferred Alternative

SELECTBOARD SUPPORT

Seeking support from the Selectboard to pursue this concept into further design.

Further Conceptual Design will include:

- Greater detailed drawings, including crosswalk locations
- Better picture of cost estimate

Selectboard will get another chance to review the **Conceptual Design** before applying for Federal Permits





Contacts

BROADREACH
Planning & Design

Corey Mack, PE

Project Engineer

corey.mack@rsginc.com

Jim Donovan

Project Planner, FASLA

jdonovan@gmavt.net